

INTIMATION

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LIMITED.

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GINGER BEER
IN STONE BOTTLES.

THE GINGER BEER we supply is prepared in our well-known factories from the freshest and best ingredients, and holds the unique position of being the only GINGER BEER in the Colony that is really BREWED.

Of the highest standard of excellence and purity, our GINGER BEER forms a most refreshing and health-giving beverage.

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Parcs (in Stone Bottles)..... \$1.75.

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A. S. WATSON & CO.

LIMITED,

BREWERS OF GINGER-BEER AND
CARATED WATER
MANUFACTURERS.

ESTABLISHED A.D. 1841.

if possible, with every aspect of the case. The opportunity, therefore, given to residents here to study the case of the owners of property is to be welcomed. The fate of the Ordinance will be decided in Council, of course, but nevertheless public opinion must make its weight felt. The Legislative Council, it must be remembered, is supposed to represent the whole Colony, not one class rather than others, and in the sense of responsibility of the Council the hopes of the community must rest. The discussion which the proposed Ordinance aroused when first it was put forward by Messrs. CHADWICK and SIMPSON was sufficient to show what controversial points were touched by it. In particular, the property-owners have subjected the measure to criticism, and in order to secure an adequate exposition of their case for the consideration of the Legislative Council they applied to certain leading civil engineers and architects in this Colony to draw up a report on the Bill, the report which is now before us. It will thus be seen that the long and carefully prepared document is not the dispassionate verdict of an expert committee, but a statement of the property-owners' case by experts retained to draw it up. Having said so much by way of preface, we must admit that the owners have every right to consideration by the Government that entered with them into the original contracts which will be affected by the Bill. Their arguments with regard to the proposed measure call for most careful attention. They do not, in the first place, object to the Bill in itself. It is the question of compensation to which they are devoting their energies. When the Bill comes up before the Legislative Council again the owners will be represented by counsel, whose arguments will mainly concern the compensation clauses, which in the measure as it stands at present are not considered to protect the owners sufficiently. That the question of compensation would be the main difficulty in the Ordinance it did not require much penetration to perceive when the draft Bill was published, and it may be safely prophesied that the settlement will be arduous. No one, we imagine, will dispute that "fair compensation" is due to the property-owners, but the definition of what is fair compensation may well puzzle anyone trying to reconcile the views of the different parties. The most obvious means of estimating the amount due—and this is the means which recommends itself to the owners—is to take the market value of the property at the time of resumption, of land or of alterations to buildings and by this to fix what sum the Government shall pay the owners. But, it will reasonably be objected, this is the extreme limit of compensation, not merely fair compensation, and the Government will thus be paying an extremely heavy sum to those who have already been reaping an abundant harvest out of the recent circumstances of the Colony. During the past two years and more the standard of house-rent has been increasing enormously—figures could easily be adduced to prove this, if it were at all necessary—and the profits have all gone into the landlords' pockets. The money which the Government will use to pay compensation with comes from the public revenues, and the present body of ratepayers will therefore see their contributions going to pay off the most prosperous portion of the community, even though the results will be beneficial to future generations in the Colony. Moreover, it may be added, the loss occasioned by the decrease in living-room space due to alterations under the new Ordinance will assuredly not fall principally on the landlords, but on the tenants, who will find their rents increasing to meet the landlords' deficiencies. So it may be, and indeed is already, argued on the side of those who oppose the full claims of the property-owners. The Government stands between these two parties to the dispute, representing as it does, and being guardian of the interests of the whole community of Hongkong. In justice the Governor and the Legislative Council cannot pay undue weight to the representations of either party. Their duty is to arrive at a solution of the problem which will be equitable to both. The Bill which was drafted by Messrs. CHADWICK and SIMPSON provided for an arbitrating Board of three members to decide the amount of compensation to be paid to owners in cases of resumption of land or extinction of rights, the members of the Board being a judge of the Supreme Court, acting as Chairman, and nominees of the Governor and of the landlord respectively. To this proposal no exception has been taken by the framers of the report made for the committee of property-owners, and there is no ground for exception on the part of others. But the principle upon which the amount of compensation due is to be arrived at is of course not specified in the draft Bill, and it is this principle which calls for full discussion in the Legislative Council, the guardians of the rights of the whole community, landlords and tenants alike.

No fresh plague cases were recorded during the day ending at noon yesterday.

The French mail of the 29th ult. was delivered in London on the 28th inst.

The British gunboat *Moorhen* came out of dock yesterday morning at 10 o'clock.

No arrests had been made up to yesterday in connection with the Barker Road robbery.

The Hongkong Rifle Association has a competition to-day at 2.30 p.m. for long range cup and roun.

The German cruiser *Schwalbe* arrived from Foochow yesterday, and the gunboat *Luchs* from Canton. The British steamer *Humber* left for Weihaiwei.

We are requested to make the following corrections in the letter signed "Tadz" in our issue of yesterday:—In the sentence which contains the words "among whom, it may once more be reported," substitute, "reported" for "reported"; also in the sentence "but it is a question of taste whenever a small shareholder, etc., substitute "whether" for "whenever."

The following paragraph shows how the home papers write about things Chinese:—At a diplomatic reception in London the other night the wife of the Chinese Ambassador was, upon her arrival, gravely ushered into the cloakroom reserved for gentlemen. The mistake is readily accounted for when we remember that no respectable Chinaman ever appears without a pateet and no Chinese lady without trousers.

By kind permission of Major Egerer and officers, the band of the Hongkong Regiment will play at the Hongkong Hotel to-night from 8 to 9.30 o'clock. Programme:—

Hungarian March "Rakoczy" Berliner
Overture "Buy film" Mendelsohn
Selection "Country Girl" Monckton
Valse "Flute d'Or" Walduff
Piccolo solo "Deep Blue Sea" Braver
Song "I'll Sing Thee Songs of Araby" Clay
EXTRA:
Intermezzo "Loin du Bal" A Morelli
"God Save the King."

A private letter received in Shanghai from Chingtao, dated the 23rd July last, states that on the 21st of that month the two district Magistrates of that city, under instructions of Viceroy Kuei Chun, and escorted by a large body of modern-armed troops, led to execution two alleged Boxers, who had been captured a few days previously in a skirmish at Shihpenschiao, or bridge, some eight miles outside of Chingtao. The condemned were boys, one fourteen years of age, and the other twelve!

A Peking despatch states that when a few days ago Marshal Su, who is commanding the Government troops in Kwangsi operating against the rebels, sent an immensely long telegram, addressed to the Throne, giving a résumé of the military operations in Kwangsi during April, May, June, and July, an Imperial Rescript was telegraphed back to the Marshal severely censuring him for underestimating the importance of the rebellion and failing to send frequent reports to the Throne concerning the situation.

The British authorities have lost no time in preparing for the investigation of the murder of Mr. Bruce and Lowis, says the N.C. Daily News in its issue of the 25th inst. Mr. Lancelot Giles, of H.M.'s Consular service, has gone to Changsha, the capital of Hunan in H.M.S. *Snares* to take the deputy of the Governor of Hunan to Changsha, and accompany him to Chinkiang to investigate the tragedy. This prompt despatch of a British Consular official in a British gunboat will give great satisfaction to all the follow-subjects of the murdered missionaries.

In the House of Commons on the 31st July, Mr. Carlile asked the Secretary to the Admiralty whether he had any official report to show that, owing to the coal premium in China, the cruiser *Terrible* had only put in 18 days' sea-time during 18 months on the station, and the squadron was unable last year to carry out its usual sea-exercises; and, if so, would he say what steps, if any, had been taken to remedy such a state of affairs? Mr. Arnold-Forster replied: No report to the effect suggested has been received. The squadron did not carry out the annual cruises in company last year for various reasons, but lack of coal was not one of them. There is no shortage of coal on the station.

Deborah, Lady Bowring, died recently at her residence at Exeter at the advanced age of 85 years. She was the widow of Sir John Bowring, formerly member of Parliament for Kilmarock and Bolton, and Governor of Hongkong in 1854-55. Sir John was a great traveller, and one of the finest linguists of the last century. Lady Bowring was before her marriage a Miss Castle, of Bristol, and married Sir John, who died in 1872, as his second wife in 1860. It was the first Lady Bowring (a Miss Lewin, of Hackney) that a few old China residents will remember. She was unfortunately one of the victims of the 1857 poisoning in Hongkong by Ah Lum's assistant (Ah Lum was the baker for the European colony in those days). She did not directly die from the poisoning, but her health never really recovered, and it was the after-effects of the arsenic that caused her death. This was when Sir John Bowring was Plenipotentiary, Commander-in-Chief, and Vice-Admiral in Hongkong, and it was the time of the Arrow war. Bowring had made the attack a cause célèbre, and in this had the approval of Palmerston. Mr. Cobden, however, made it the grounds for proposing a vote of censure, which was carried by a majority of 16. But when Lord Palmerston went to the country, the country rejected his opponents, and sent him back.

Giuseppe Lucchi, employee of Messrs. Parfle & Co. of Singapore, who was missing for some time, has been found.

A despatch to the *Ostasiatische Lloyd* from Berlin says:—The Shah of Persia is feted in London as if he was one of the most powerful princes on earth.

The Japanese Exhibition in the Whitechapel Art Gallery seems to have opened as a decided success, no fewer than 24,000 visitors having entered the Gallery during five days.

Mr. H. N. Pillsbury, the great American chess-player, beat the previous record in blindfold play, meeting 21 opponents simultaneously at Hanover on the 27th ult. At Philadelphia a few years ago he met 20 players at once, without sight of the board.

On the 23rd inst. the U.S. revenue cruiser *Petrel*, the fourth vessel of the ten now being constructed by Messrs. S. C. Farnham, Boyd and Co. of Shanghai, for the U.S. Authorities in the Philippines, was launched from the yard of the Cosmopolitan Dock.

Singapore mortality returns for the month of July show a death rate of 55.63 per 1,000. For the week ended August 10th there were 198 deaths (15 in quarantine) giving a ratio of 40.52 per mille. Phthisis headed the list with 49 deaths, fever, the next highest, being responsible for 41.

The following notice in the *Agony Column* of a home paper attracted some attention:—"Sid Thompson, other East Dulwich Grammarians write Miller, Peckham-rye, meet Seth from Hongkong." Who shall say after this that the suburbs are suburban? East Dulwich with grammarians—"inferior than the world suspects" and Peckham-rye communicating with prehistoric people in the Celestial Empire? What we wonder, asks a London contemporary, is Tooting doing?

M. Doumer, ex-Governor of Indo-China, has already been announced, profited by the Parliamentary vacation to go to Russia and submit to those in authority his views on the France-Russian situation in the Far East. He may possibly push on through Siberia to Korea and Japan, says a contemporary. M. Doumer is keen on railway penetration into China by Yunnan, and for "constant, unyielding, undividing pressure on China from France on the south-western side, and from Russia on the northern." China would find herself squeezed and prove squeezable.

A petition was recently presented to His Majesty in Council by the Peninsular and Oriental Steam Navigation Company, praying for a grant of a supplemental charter to the company, as was announced at the last meeting. His Majesty having referred the petition to a Committee of the Lords of the Council, notice was given that all petitions for or against such grant should be sent to the Privy Council Office on or before the 30th August.

A Parliamentary paper relating to naval works, issued at the end of July, shows that the total estimated cost in 1901 of the various undertakings in connection with harbours, naval ports, naval barracks, &c., was £27,501,864. The work in connection with the defences of Dover Harbour and the Malta breakwater is not expected to be finished until 1907-8, while it is improbable that the Gibraltar and the Hongkong dockyards extensions will be completed for some three years. The expenditure to March 31, 1901, was £2,210,240, the estimated expenditure for 1901-2 £2,749,015, and the amount remaining available for the current financial year £3,303,565.

The following is from *To-day*:—The "Peer's Daughter" of the *Lady's Realm* might have been an "intelligent anticipation" of the gall performance that never came off, but she was looking for trouble when she went for the performance in slashing style, and she found it, for the Syndicate at once took action through their legal advisers. Messrs. Hutchinson, the publishers of the *Lady's Realm*, were, however, not less prompt in expressing their regret for the publication of the article, of course, they had no previous cognisance, and the matter has been amicably settled by a public apology and a cheque for £100, which the Syndicate has sent on to King Edward's Hospital Fund. I understand that the "Peer's Daughter" is not a "bluff" signature, but that the lady, who is a regular contributor to one or two society papers and a not unknown writer of short stories, is the daughter of an Irish viscount of old family, but sadly impoverished estate.

H.M.S. *Orlando* seems to have run a model canteen on her recent commission out here. On the authority of a member of the ship's company the result shows the very large sums which the British seaman is prepared to spend on himself, and also the many advantages which a well-run canteen can confer on a ship. Had there not been a successful canteen all the many instances of useful expenditure would either have had to be separate subscriptions or they would have been omitted altogether. The interest taken in the canteen by the vice-president and the manager resulted in the goods being sold to the men at cheaper prices than they could be obtained at from the Chinaman in his bazaar alongside, with the result that the ship's company always used the canteen instead of going outside. The expenditure of nearly £16,000 in three years and a quarter for a ship's company of 400 is at the rate of about 10 guineas per head per annum, and this notwithstanding the prices were continually being cut down so as prevent anything but the latest profit being made.

TELEGRAMS.

"DAILY PRESS" SERVICE.

GENERAL NEWS.

FROM OUR SPECIAL CORRESPONDENT.

LONDON, 29th August, 10.35 a.m.

A SHIPPING DISASTER.

The s.s. *Trocas* is ashore at Perim, in the Straits of Bab-el-Mandeb.

[The *Trocas* is one of the Shell Line tank steamers, employed on the Indian trade. She is a boat of 4,000 tons and was built in 1891.—Ed. D.P.]

REUTER'S SERVICE.

LONDON, 27th August.

THE SITUATION AT THE CAPE.

The English newspapers, Liberal and Conservative alike, are much divided on the question of the situation at the Cape. Some accuse the progressives of fomenting racial animosities by their anxiety to pass the Treason Bill, others similarly charge the Afrikaner Bond in connection with the proposed colonial commission for the investigation of the working of martial law, and others blame both impartially. The first alarm however is subsiding.

LONDON, 27th August.

THE KING'S MOVEMENTS.

His Majesty the King landed to-day at Brodick, Isle of Arran, West Coast of Scotland. It is stated that he is now thoroughly restored to health.

MOUNT PELE AGAIN IN ERUPTION.

Mount Pelée, Martinique Island, is again in violent eruption.

ITALY AND GERMANY.

H. M. the King of Italy has arrived at Potsdam, where he was cordially received by the Emperor William.

THE MONBOE DOCTRINE.

President Roosevelt, speaking at Augusta (Maine), vigorously reaffirmed the Monroe doctrine, and declared the preparedness of the United States to enforce it. America, he said, would no longer be a colonizing ground for any European power.

AMERICAN LAWN TENNIS.

Larney (holder) beat B. F. Doherty (challenger) in the competition for Lawn Tennis Championship of America, at Newport to-day.

WATER POLO.

The Torpedo Depot team failing to put in an appearance last night, the tie in the semi-final of the Shield Competition was awarded to the V.R.C. "A" team, who now meet the E.W. Fludders on the final.

The Shield match not coming off allowed a practice game to be indulged in. The teams were composed of V.R.C. and E.W.F. players mixed, and an exceedingly well contested game was witnessed. At half-time White Caps had a lead of two goals to nil; Red Caps unfortunately scoring immediately after the time for the first half had expired. Red Caps were more successful in the second period, and scored four goals, the final result being Red Caps, four; White Caps, two goals.

The final for the Shield will be played this afternoon at 5.30 sharp. The teams are as follows:

V.R.C. "A"—Perreira, goal; Haase, and Loureiro, backs; Alves, half-back; Herbet, Humphreys and Bain, forwards.

E.W.F.—Whitney, goal; Andrews and Holland, backs; Colman, half-back; Roberts, Monk, and Gregory, forwards.

A WORD TO THE CHARITABLE.

It will be remembered that last season the Colony was visited by the Barnes Vaudeville Company which played to middling houses and then steered for Singapore in search of kindlier fortune. Their luck in the Straits did not brighten to any appreciable extent, and after migrating between Singapore, Penang, and Medan, the proprietor and his family decided to abandon the show and cleared out one fine day "under the kindly shelter of an *alias*," as a Straits paper put it. Of the remaining members of the company the Brothers Francis, down on the bill as "Musical Experts and Comedians," were in the worst plight, for they had no money to join Mme. Fred and the others in a small combination which enabled the latter to emerge with comparative comfort from the difficult position in which their proprietor's action had placed them. Without a cent to their name, and finding their profession one not likely to offer immediate and lucrative openings in Singapore, the Brothers Francis, after experiencing many hard shifts, they slept one night in a loft—were enabled, through the philanthropy of numerous residents, to give a concert which left them with sufficient in their pockets to come on here, "a day's march nearer home," which for them is in Australia. They purpose organising an entertainment here, and combining their own with local talent. The weather is a trifle warm, certainly, but it is some time since we had any amusements, and it is hoped that residents will stretch a point, and by their support enable the two gentlemen in question to return to home and friends. They are both clever performers, and one, besides having composed several pieces, was at one time organist in the Church of St. Ignatius, Adelaide.

At present, he continues, the ships of the combine employ British seamen, and in the improbable event of their being unwilling to join the British Navy, as long as the British flag flies over them they could be forced to join our Navy anywhere, except in a foreign port. Moreover, we do not depend so much as formerly upon merchant seamen for manning the Navy, for we can now count on the services of 140,000 men without drawing one from the merchant marine. Finally, as M. Raujin, the French Minister of Public Works, has remarked, the combine inaugurate a new mode of political relations between people, and Americans who have shares in the combine will themselves be deeply interested in the ascendancy of the British Navy.

LATEST SEASCAPE MOVEMENTS.

The E. & A. steamer *Eastern*, from Sydney, &c., left Manila on the 20th inst., at 6 p.m. for this port.

The silk ax C.P.E. steamer *Athenae* arrived in New York on the 29th inst.

MARRIAGE AT THE CATHEDRAL.

Yesterday morning, at ten o'clock, an interesting wedding ceremony was celebrated at St. John's Cathedral, when Lieut. Palmer, 5th Hyderabad Contingent, was married to Miss Ida Holmes, younger daughter of the late Mr. H. J. Holmes, solicitor, who practised for many years in this Colony. The Rev. J. H. Franco, M.A., S. Peter's Church, officiated, and the bride, who looked very winsome in a dress of cream-coloured silk, was given away by her brother, Mr. H. K. Holmes, solicitor. The bride was also attended by her sister, Miss Eva Holmes, and her brother, Mr. H. S. Holmes, whilst the bridegroom was accompanied by a number of his brother officers. Several other guests ladies and gentlemen residing in the Colony, were also present by invitation. During the time that the bride and bridegroom were in the vestry, Mr. A. G. Ward, organist of St. John's Cathedral, played a spirited march, and on the conclusion of the ceremony, the "Wedding March."

POLICE COURT.

Friday, 29th August.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTERATE).

THEFT FROM SCHOOLMASTER'S HOUSE.

Mr. James, headmaster, Kowloon School, charged a youth named Chan Fuk, of no occupation, with entering the sitting-room of his house at the School and stealing therefrom a silver flower-vase and blackwood stand, of the total value of \$25.

The defendant pleaded guilty, and was sentenced to one month's hard labour and to receive twelve strokes of the birch.

There are three previous convictions against defendant, who will probably be deported on the expiry of his sentence.

HEAVY FINE & CRUELTY.

Hu Tao, hawkor, 4, Des Voeux Road, was convicted on the evidence of Acting Inspector Dymond, of causing unnecessary suffering to fowls by overcrowding them in baskets, and was fined \$50.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTERATE).

STEALING.

Ho Kwai, against whom the records showed a previous conviction, was convicted of stealing thirteen pieces of clothing, one cigarette-holder, and two silver watches, total value \$88, from Chung Tung, an eating-house keeper, and was sentenced to three months' hard labour.

A BIG HAIL.

Tsui Kwong and Wong Ming, hawkors, were convicted of unlawfully receiving 708 lbs. of paint, 10 gallons of linseed oil, and 36 lbs. of Manila rope, belonging to the steamer *Stan*, well knowing the stuff to have been stolen. They were sentenced to two months' hard labour each. The stolen goods were valued at \$155.67.

OVERCROWDED LAUNCH.

The master of the steam launch *Sir Wapp* was fined \$40 for carrying 29 passengers in excess of the number allowed by his license. Mr. D'Almeida, solicitor, defended, and the complainant was P. C. Counsel.

CHINESE STUDENTS ABROAD.

The *N.C. Daily News* in its Notes on Native Affairs says that the mass meeting at Chang Suh's Garden, Shanghai, called for Friday afternoon, the 22nd inst., supposedly to devise means for the future protection of private students abroad, and on their return home after completion of their studies, to provide for their obtaining places of employment for the good advancement of China, took place as mentioned. There were a thousand over two hundred persons present, but with the exception of half-a-dozen or so older gentlemen of literary standing and a few Western gentlemen interested in education, the gathering was almost entirely composed of youths of twenty, or thereabout. There were about ten speakers, who seemed each to suggest something different from the others, showing that there was a general lack of combination and definiteness in the meeting. This was, perhaps, due to the fact that the leaders of the movement did not come to a definite understanding amongst themselves prior to the meeting, as to what each of the leading orators should speak upon, so as to bring the subject clearly before the public and so obtain their support. Finally, it was understood that an Association was to be formed called the "Association to assist students in pursuing their studies in Eastern Asia," that this Association should send a special Commissioner to Tokyo to consult with the educational authorities in Japan and to ask them to accept the preceding committee of the Association as bondsmen whenever any Chinese private students wish to enter the higher educational institutions of Japan to complete their studies, instead of as hitherto, deeming the Chinese Minister to do so. A committee of four or five were then chosen to represent the Association and an invitation was extended to all to join it.

MR. W. KESWICK ON THE NEW CHINA TREATY.

We take the following from the *Westminster Gazette* of the 31st July:

In the course of a few days Lord Lansdowne will, it is expected, announce that Great Britain has agreed to the terms of the new commercial treaty with China. At the special conference held at the Foreign Office on Tuesday of representatives of the London, Manchester, Blackburn and Leeds Chambers of Commerce, and the China Association and China League, the several articles of the treaty were agreed in principle, and only one or two minor details now remain for settlement.

A representative of the *Westminster Gazette* yesterday called upon Mr. William Keswick, M.P., who is chairman of the committee of the China Association, and head of the firm of Messrs. Jardine Matheson and Co., the leading China merchants.

Mr. Keswick was cheerfully optimistic. He said the treaty would come into force in 1904 and would certainly have a most favourable bearing on British trade in China. "The development," he remarked, "will not be immediate or rapid, but gradual and sustained, and in very extensive."

He thinks that China will observe her part in the treaty relating to the abolition of all internal taxation.

"I only think so. You see, it is not as if we had agreed this treaty on China. The Viceregal and the leading men asked for the abolition of certain dues, so they are not only willing but active parties to the treaty. By the liberation of commerce in the interior there will be a greater freedom in the movement of all goods, and this must tend to an immense development in the future."

"It will be a great mistake, however, to suppose that when the treaty comes into force you are going to see an instantaneous improvement in the trade of the country. This is an essential element in the development of all things, and we must also have patience and steady perseverance."

JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report, dated Hongkong, 29th August.—A fair general enquiry has been met with during the period under review, and some of our principal stocks have improved in marketable value.

BANKS.—Hongkong and Shanghai have been in steady request, and are now quoted at \$592½ buyers. London has advanced to 263½ our dividend.

MARINE INSURANCES.—Unions have sold and are in further request at \$395. China Traders have been taken off the market at \$59. Star Ferries have been placed at the improved rate of \$17½, and are in further demand.

FIRE INSURANCE.—Hongkong have improved to \$335 buyers, and China to \$83 buyers.

SHIPPING.—Hongkong, Canton and Macao have sold at \$37 and can be obtained at the rate. Indo-China ruled very erratic with reported sales from \$85 down to \$30, closing with possible sellers at the latter rate. China Manlins and Douglasses are without change. Star Ferries (new) have sold at \$10½. Shell transports are offered at \$2.

REFINERIES.—China Sugars, in the early part of the week fell rapidly to \$90, but have since recovered, and are now quoted at \$100 sellers. Linsons are off at \$15.

MINING.—Punjungs have sold and are on offer at \$45. Prorations have been placed at \$1 and more are obtainable. Jubilees are wanted at \$1½ after sales at the rate. Rautas are lower again with sellers at \$6.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Dock continue in steady request, and can now be placed at \$212½. Kowloon and Kowloon Wharves have been placed at \$87 and \$86 and a few more shares can be obtained at the latter rates. New Amoy Docks have sold and are in further request at \$37.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have sold at \$170 and \$173, and closely with probable buyers at \$172. Kowloon Lands have sold and are wanted at \$80. West Point continue on offer at \$50. Humbley's Estates can be placed at \$11½. Hongkong Hotels were steady at \$161 ex the half-yearly dividend of \$8 per share paid on the 25th instant.

COTTON MILLS.—Ewes have declined to \$15, 40 sellers. Loung King Mows are in the market at \$14½; and Internationals at \$14. Hongkong Cottons can be obtained at \$17.

MISCELLANEOUS.—Green Island Cement are weak at \$20 sellers. Watsons have sold at \$14½. Ropes have declined to \$140 sellers. Campbell motors have jumped to \$30 buyers. China Providents are still on offer at \$10. Powells can be obtained at \$83.

MEMOS.—Hongkong and Kowloon Wharf and Godown Co., Ltd., interim dividend of \$2 per share payable on the 30th instant. Cumwell Motors & Co., Ltd., ordinary annual meeting of shareholders on the 9th September.

AS LIKE AS TWO PEAS.

It is said that no two men are exactly alike, but some bear a striking enough resemblance to lead occasionally to awkward situations. South Africa gives an instance in point. No Natalian, or for that matter old Transvaaler or Matabandier, but known Mr. Robert Noble Acutt. This gentleman and the Editor of *Punch* are very much alike. Sir Frank Burnand was expected at a certain function in London the other day, and it happened that Mr. Acutt was present also. The latter arrived first, and in promenading among the company he became embarrassed by people whom he never saw before smiling and bowing and nodding confidentially. The South African, not wishing to appear rude, returned the nods. But matters went too far when an elderly lady rushed up to him and almost folded him in her spacious arms, with the remark: "How d'ye do, Sir Frank? Delighted to see you. Let me congratulate you very warmly on the honour." The mystery was solved by Mr. Acutt, who begged to assure the lady that her transports were misplaced. The question now was, our contemporary goes on to say, what was Mr. Acutt to do? Was he to leave the assembly, or continue to accept the nods intended for the genial man of *Punch*? He was quickly relieved. He saw the real Sir Frank Burnand coming in his direction, and resolved to ask his advice, though he had never had the pleasure of meeting him before. He walked up to him and said: "Sir Frank Burnand, I believe." The distinguished author and journalist started and said in an affected speech-like tone, "Yes, you'll excuse me, Sir Frank, but the fact is I want your advice, if you will kindly give it to a stranger. Ever since I came into this affair I have been taken for you and—" "I don't wonder," interrupted Sir Frank; "I thought you were myself!" This was too much for Mr. Acutt. There were explosions of mutual merriment, and matters ended as they were, except that Sir Frank and Mr. Acutt are now personally acquainted with each other.

BRITISH STEAMERS FOR BANGKOK.

I hear of a new fleet of steamers about to trade with Bangkok under the British flag, says the London correspondent of the *Siam Observer*.

They will be in by Messrs. Stewart and Hartness, of Hull, old China Mutual agents, who will be likely to put their past experience to good use. The first vessel of the fleet has just been finished at Selby, on the Yorkshire Ouse.

She is only 500 tons, but is fitted almost like a gentleman's yacht, painted white with gold lines, and everything carried out on the same scale.

Another vessel of similar character is being built at the same yard, while others of greater displacement are to follow. They will, however, be built somewhere else, as these are the largest steamers that can be floated down the Ouse.

The steamer was to leave for Bangkok on Wednesday in charge of Captain Edmund Parker, a late Bibby officer, who is sure to win golden opinions for himself and good business for his company.

As each of the other vessels of the fleet is completed he will come home to take her out, leaving his first officer in charge when he next comes home. He will thus personally introduce each vessel to the run and eventually the command of the fleet, which is at present intended to comprise six steamers.

He expects to spend about 40 days on the run, and so should arrive in Bangkok a week or so after this. I believe arrangements have already been made for a subsidy from the Siamese Government to carry mail.

THE PEKING SYNDICATE.

The Times published last month a communication from a correspondent to show that the Peking Syndicate does not come within the scope of the condemnation by its Shanghai correspondent in his letters on the Battle of the Concessions. The article states:

The Peking Syndicate, from the moment it was established on its present footing, may be said to have displayed as much activity as has been possible in very vexatious circumstances. It is interesting to recall the fact that the prospectus of the syndicate was issued on March 6, 1900, and that on the 26th of the same month the syndicate despatched a mining and engineering staff to China—a fairly prompt proceeding on the part of a newly-formed combination.

The syndicate's mining and civil engineers left

Tientsin in May, 1900, and had hardly arrived on the scene of operations in North Honan when the Boxer disturbances came to a head and they were forced to flee for their lives to Shanghai. Two officials of the syndicate were also among those besieged in the British Legation at Peking. As the Boxer trouble developed the syndicate brought some of its staff home, but its chief engineer, with one or two assistants, remained in the hope that matters would settle down. Later in 1900 one of the directors of the syndicate, Mr. G. Jamieson, C.M.G., formerly Consul-General and Commercial Attaché in Shanghai, proceeded to China to watch the course of events on the spot.

It was not, however, until the early part of this year that Mr. Jamieson was able to report

that work could with safety be resumed.

On receipt of this communication the syndicate took steps

to recommence operations, without delay.

It was the better able to do so as it had previously entered into a comprehensive contract for railway construction and equipment with Messrs. S. Pearson and Son (Limited), the well-known contractors for the Dover Harbour works. In March last, consisting of eight railway engineers, one chief mining engineer with two assistants, and a doctor, left for China and they are now at work on the syndicate's concessions.

The mining engineers are determining the sites of the collieries in the great Chingsha coalfields in North Honan, while the railway men are actually engaged on the short railway of 80 miles connecting the Chingsha coalfields with the Wei river at Taku. From a cable dated July 7 the syndicate learnt that 40 miles of survey, including stationing, &c., had been completed, and probably by this time construction has actually commenced. The railway runs through an exceedingly rocky country, labour is plentiful, and the natives eager for employment. In a very recent letter from Tientsin, Messrs. Pearson's engineer writes:—

"There is nothing to prevent this being the snatched job ever yet executed in China."

That even this minor line of railway, which is but one of several projects in contemplation, is no inconsiderable undertaking may be gathered from the fact that the estimated cost of construction amounts, in a single period of four months, to £100,000. In a word, no effort is being spared by the Peking Syndicate to display an activity which shall not only conduce to its own success, but be creditable to British commercial enterprise, and compare favourably with the progress made by foreign competitors who work under much more advantageous conditions as regards Government support.

LATE TELEGRAMS.

NEWS VIA CEYLON.

AFTER THE CORONATION.

THE KING'S HEALTH.

London, 14th August. The British Medical Journal is authorised to deny that a second operation on His Majesty the King was contemplated. His Majesty is better health than he has been for a long time.

INDIAN LETTER TO THE LORD MAYOR.

London, 15th August. The Lord Mayor sends to the Press a letter signed by eleven representatives and guests from India, expressing gratitude as loyal subjects of the British Throne, for the generous hospitality and unvarying kindness experienced everywhere they had visited. "Our regard and affection," says the letter, "for the great British people becomes deeper the more we come in contact."

THE CORONATION ACCIDENT.

London, 15th August. By the command of the King, General Trotter yesterday presented Coronation medals to the two injured Indians in hospital. A woman who was injured simultaneously is dead.

RETURN OF TROOPS.

London, 15th August. The Indian troops have proceeded to Southampton and have embarked on the s.s. *Hardinge*, and, after witnessing the Naval Review, will sail for Bombay.

The East African troops have sailed to Rotterdam to join the s.s. *Mark Graf* for Zanzibar. General Cooke, in bidding them farewell, complimented them on their exemplary conduct.

GENERAL NEWS.

OUR CENTRAL AND EAST AFRICAN POSSESSIONS.

London, 15th August. Orders in Council have been gazetted, providing for the administration of the East Africa, Uganda, and Central Africa Protectorates, and establishing a joint Court of Appeal, consisting of all the Judges of the protectorates, in His Majesty's Court at Zanzibar.

PARLIAMENTARY.

London, 15th August. Sir W. Walrond has been re-elected Member of Parliament for Tipton. Mr. Austen Chamberlain has been re-elected unopposed.

DEATH OF A MOOR SHEIKH.

London, 15th August. Letters received at Tripoli announce the death of Sheik Senoussi at Kanem.

MR. KRUGER.

London, 14th August. A pro-Bayreuth news agency in Paris states "authoritatively" that Mr. Kruger refuses to recognise the peace made, and will not take the oath of allegiance, or ask for permission to return to South Africa.

THE FINAL TEST MATCH.

London, 13th August. The weather was overcast and threatening at the Oval to-day, when play was resumed on the third day of the test match. There was an attendance of fully thirty thousand people.

The wicket was decidedly doubtful after the rain. Armstrong, who was not out on Tuesday night with 21 runs, went to the wicket, accompanied by Kelly. Without any addition to the score, however, Lockwood (Baird) bowled Armstrong. Trumble was the last man in, and he hit up 7 runs before he lost Kelly, who was given out leg-before wicket to Lockwood with out having scored. The innings thus closed for 121, of which number 6 were extras. Lockwood

had the best bowling figures. His five wickets were obtained at a cost of 9 runs each.

With 263 to make to win, England com-

enced her second innings with Mr. MacLaren and Tyldesley. The start was sensational.

Mr. MacLaren played on to Saunders, when he had scored a couple only, and Tyldesley felt a victim to the same bowler, who then bowled him before he had broken his "duck." But

disaster did not stay here. Mr. Palair, who had followed in after scoring 6 runs, was also clean bowled by Saunders; while Hayward after making 7 runs, was snapped up behind the wickets by Kelly, still off Saunders's bowling.

Brann, after he had scored a couple, was similarly off Trumble's bowling. Mr. Stanley Jackson and Jessop now came to take her and an invaluable stand was made. Mr. Jessop from the first began hitting with his accustomed vigour

and with Mr. Jackson playing a cautious and watchful game, the score became more respectable, and the enthusiasm of the crowd accord-

ingly increased. Jessop roused the crowd to a high pitch of excitement by his fine driving.

He was at the wickets only for 75 minutes,

but he scored 104 runs and put a different complexion upon the game. His 104 runs were 18 fours and, finally, when he was caught by Nolds off Armstrong's bowling, he had a tremendous reception from the huge crowd. The Australians who, while he remained at the wickets, saw his chances of winning disappearing, were the very heartiest in their applause of the returning batsman. With Mr. Jessop's disappearance the chance of England putting off the match became once more remote, for 80 runs were still wanted when Lockwood went to the wickets. The Surrey bowler had a short life, being given out leg-before-wicket to Trumble when he had only scored 2. Mr. Jackson, after bat well for 49 runs, was caught and bowled by Trumble. Hirst and Lilley came together and made a valuable stand, which once more raised the spectators and gave promise of a close finish.

When he had made 16, the wicket-keeper was caught by Darling off Trumble's bowling.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS, CODES: A.B.C., 6th Ed. Lieberts. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

A SUB-EDITOR and REPORTER (shorthand) for a Paper in Japan. Apply, with References, to "SUB." Care of Daily Press Office. Hongkong, 30th August, 1902. [2318]

HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TO-DAY (SATURDAY), 30th inst., will be for LONG RANGE CUP AND SPOONS, commencing at 2.30 P.M., Range—700 and 800 yards. 10 shots and a sight at each Range. Practice for the Interport will commence on SATURDAY, 6th September.

M. S. NORTHCOTE, Hon. Secretary.

Hongkong, 30th August, 1902. [118]

THE MUTUAL STORES.

IT IS HEREBY NOTIFIED that on and after 1st SEPTEMBER, the Price of our FRESH AUSTRALIAN CREAMERY BUTTER will be raised from 80 cents to 85 cents per lb., on account of the Australian price having increased and also on account of the unfavourable rate of exchange.

THE MUTUAL STORES.

Hongkong, 30th August, 1902. [2319]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "ARATOON APCAR," Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 2nd September, at 8 A.M. For Freight or Passage apply to DAVID SASOON & CO., LTD., Agents.

Hongkong, 29th August, 1902. [2310]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLEBROOK ANTWERP, LONDON AND STRAITS. THE Steamship

"GLENGARRY" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th prox. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.

MCGECHAN BROS. & GOW. Hongkong, 29th August, 1902. [2317]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo—

From London &c., ex ss. "China."

From Persian Gulf, ex B. I. S. N. and H. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 29th inst.

Goods not cleared by the 4th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

E. A. HEWETT,

Superintendent.

Hongkong, 29th August, 1902. [2318]

THE HONGKONG WEEKLY PRESS is now ready and contains—

Leading Articles—

The British Empire.

Russia and Manchuria.

French Projects at Kwanchauwan.

The Human Murder.

The Native Labour Question.

Daring Robbery in Barker Road.

Hongkong College of Medicine for Chinese.

The Health of Hongkong.

The Human Murder.

The Fontain Fire.

Capt. Percy Scott's Loading Tray.

An Interview with General Doward.

The Siamese Troubles.

Newchwang.

Northern Notes.

Correspondence.

Hongkong Hotel Co., Ltd.

Supreme Court.

Reviews.

Hongkong Polo Club Gymkhana.

Royal Hongkong Golf Club.

Hongkong Chess Club.

Prize for H.M.'s Octav.

Abolition of Slavery in the Philippines.

The China Medal.

Governor Taft on the Philippines.

Hongkong and Pott News.

Subscription: \$12 per Annum, payable in advance, postage, 50c.

Extra copies 50 cents each, Cash.

Copies can be posted from the Office to address sent; including postage 34 cents each, \$1 for three copies, Cash.

Hongkong, 29th August, 1902.

NEW ADVERTISEMENT

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TUESDAY,
the 2nd day of SEPTEMBER, 1902, at 2.30 P.M.,
at his Sales Room, Queen's Road,

SUNDRY HOUSEHOLD FURNITURE,
CANTON BLACKWOOD MARBLE
TOP CENTRE TABLE, and CHAIRS;

CROCKERY, GLASS, and PLATED
WARE;

One AMERICAN FOLDING BED;
SEWING MACHINE, RICKSHA, and
BICYCLE, One COITAGE PIANO, and
Two MUSICAL BOXES with EXTRA
CYLINDERS;

One GOLD WATCH, &c., &c., &c.
TERMS OF SALE—As Customary.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 30th August, 1902. [2320]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from the Executors of the Estate of J. KENNEDY (deceased), to Sell by Public Auction,

MONDAY,
the 1st SEPTEMBER, 1902, at 2.30 P.M., at his
last residence, LOWER TRAMWAY
TERMINUS,

SUNDRY HOUSEHOLD FURNITURE,
Comprising—

DOUBLE IRON BEDSTEADS with
MATTRESSES, MARBLE TOP WASH-
STANDS and DEEFSING TABLES with
GLASS TEAKWOOD DINNER WAG-
GON and SIDEBOARD, TABLES, WARD-
ROBES, &c., &c.;

Also A QUANTITY of CARRIAGES, OLD
IRON, &c., One RICKSHA, and One
LADY'S BICYCLE.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 29th August, 1902. [2314]

PUBLIC COMPANIES

THE HONGKONG AND KOWLOON
WHARF AND GODOWN COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND at the Rate
of 4 per Cent. (Two Dollars per Share),
for the Six Months ending 30th June, 1902,
will be paid to those Persons who are
Registered as Shareholders in the above
Company on the 30th August, 1902.

The TRANSFER BOOKS of the Company
will be CLOSED from the 27th to the 30th
instant, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 21st August, 1902. [2256]

THE PUNJOM MINING COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that at
a Meeting of the Board of Directors of
the above named Company held on the 18th day
of August, 1902, it was resolved that the
following Ordinary Shares of the said Company,
the distinguishing Numbers of which are
hereunder written, be, and they were duly
FORFEITED in Accordance with Article
No. 28 of the Articles of Association of the
said Company.

Notice of the liability to FORFEITURE of
these SHARES appeared in the Hongkong
Local Newspapers from the 8th day of July to
the 25th day of July, 1902:

NUMBERS OF FORFEITED SHARES.

2550/2553 4233/4234 12273/12297
12397/12700 10684/10685 91433/91447
22100/22121 26540/25948 36569/36591
30142/30160 38164/38163 38269/38272
40388/40392 55291/55290 55391/55490
57502/57526

W. KERFOOT HUGHES,
Acting Secretary.

Hongkong, 20th August, 1902. [2236]

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY
ANNUAL MEETING of SHARE-
HOLDERS in the above Company will be
held in the COMPANY'S OFFICE, No. 29,
Queen's Road Central, at 4 P.M., on TUES-
DAY, the 9th SEPTEMBER, 1902, for the
purpose of receiving the Report of the Directors
with a Statement of Accounts to the
31st December, 1901.

The TRANSFER BOOKS of the Company
will be CLOSED from the 25th August to the
9th September, both days inclusive.

By Order of the Board of Directors.

M. A. SOUZA,
Secretary.

Hongkong, 22nd August, 1902. [2264]

NOTICE

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

THE CERTIFICATE No. 302, dated 29th
September, 1883, of the Five Shares Nos.
5986/5990 in this Company, standing in the
name of MR. TANG A-LOK of Hongkong,
has been LOST, and if at the expiration of
One Month, from the date thereof, the above
document be not forthcoming another Certifi-
cate will be issued by the Company and there-
after no other will be acknowledged.

Dated 25th August, 1902.

GEO. L. TOMLIN,
Secretary.

Hongkong, 22nd August, 1902. [2264]

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THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

THE CERTIFICATE No. 302, dated 29th
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document be not forthcoming another Certifi-
cate will be issued by the Company and there-
after no other will be acknowledged.

Dated 25th August, 1902.

GEO. L. TOMLIN,
Secretary.

Hongkong, 22nd August, 1902. [2264]

NOW READY.

A SECOND EDITION

OF THE

SPECIAL

ILLUSTRATED

CORONATION

SUPPLEMENT

TO THE

HONGKONG DAILY PRESS.

The Second Edition consists of 14 folio
pages of letterpress,

FULLY ILLUSTRATED

with 11 half-tones blocks 7 inches by 6. It is
printed on good paper and enclosed in an
attractive cover.

The Coronation Supplement is

PRICE.—30 Cents a copy, or 4 for \$1.

Orders should be sent in at once, and can
now be booked for Cash or Comprado Order
only.

Address: MANAGER,
Hongkong Daily Press' Office.

Hongkong, 18th August, 1902. [2213]

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HONGKONG
BUSINESS DIRECTORY.
BOOKBINDING

DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Ephemera's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Ilelo.

PHOTOGRAPHER

M. MUMUYA, JAPANESE ARTIST.
Bromide and Cyanine Enlargements and
also colour Pictures and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 84, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Printed by Engleman

STOREKEEPERS

F. BLACKHEAD CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Des Vaux Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision, and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG-SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MORE & SELMUND,
43 and 45, Des Vaux Road. Shipchandlers,
Sailmakers, Builders, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Grey-
hound Brand"), and Bindalls
Spence & Co.'s Composition.

WATCHMAKERS

DEBO & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

BUDWEISER
BEER

EXTRA PALE LAGER IN CLEAR BOTTLES.
OF UNIVERSAL POPULARITY.

ANHEUSER-BUSCH BREWING
ASSOCIATION, ST. LOUIS.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [118]

INSURANCES
SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HCTZ, & JACOB & CO.
Hongkong, 2nd April, 1902. [129]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned, having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSSSEN & CO.,
Agents.

Hongkong, 16th May, 1892. [128]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned, having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSSSEN & CO.,
Agents.

Hongkong, 29th May, 1895. [27]

PHEONIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAPEAK & CO.,
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [28]

THE NORTHERN ASSURANCE CO.
ESTABLISHED 1836.

THE Undersigned Agents of the above
Company are prepared to accept Fire
and Marine Risks against FIRE at
Current Rates.

TURNER & CO.,
Agents.

Hongkong, 23rd August, 1902. [228]

L'URBAINE"
FIRE INSURANCE COMPANY, LTD.
(Established 1888.)

The Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [473]

AACHEN AND MUNICH FIRE IN-
SURANCE CO. OF ALEX-LA-CHAPELLE

The Undersigned, having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at
Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [118]

THE LIVERPOOL AND LONDON
AND GLOBE INSURANCE COMPANY.
ESTABLISHED 1836.

The Undersigned having been appointed
AGENTS to prepare to ACCEPT
FOREIGN and CHINESE RISKS against
FIRE, at Current Rates.

WM. MEYERINK & CO.
Hongkong, 3rd June, 1902. [153]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1901,
£15,722,933.

I. AUTHORIZED CAPITAL... £20,000,000 0 0

II. PAID-UP CAPITAL..... 687,500 0 0

III. FIRE RISKS..... 2,635,548 5 2

The Undersigned, having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 1st July, 1902. [1796]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.

Cash Security 2,025,719

Total Losses Paid 26,769,240

The Undersigned, having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at
Current Rates.

WM. MEYERINK & CO.

Hongkong, 22nd July, 1902. [1427]

CLARKE'S B 41 PILLS are
warranted to cure, in either sex, all acquired or
constitutional Discharges from the Urinary
Organs, Gravel, and Pains in the Back. Free
from Mercury. Established upwards of 30
years. In Boxes 4s. 6d. each, of all Chemists
and Patent Medicine Vendors throughout the
World. Proprietors, THE LINCOLN AND MID-
LANE COUNTIES DRUG COMPANY, Lincoln,
England.

F. U. N. T. U. R. E. S. T. O. R. E.
Established over 19 Years.

IMPORTERS and EXPORTERS, and
Dealers in Furniture, Blackwood,
Jewellery, Curios, Cutlery, Electro-Plate, and
Glassware. Dining-Room and other Furniture
in Hire, &c. For the HIGHEST GRADE,
EST. and CREAMEST.

8, QUEEN'S ROAD CENTRAL.
Right opposite Robinson Piano Co.
Hongkong, 20th November, 1901.

TSANG FOO & CO.

SAM WING HING
COAL MERCHANTS,

NO. 43, DES VEAUX ROAD CENTRAL.

Telephone No. 329.

Hongkong, 23rd September, 1901. [24]

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 a.m. and 4 p.m. daily, Sundays
excepted, to receive and deliver perishable goods.

WM. PARLAME, Manager.

Hongkong, 18th November, 1901. [21]

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORTLAND
AND PUGET SOUND, are always prepared
to book orders for any specifications at
LOWEST RATES.

SIEMSSSEN & CO.

Hongkong, 14th February, 1901. [66]

TSANG FOO & CO.

SAM WING HING

COAL MERCHANTS,

NO. 43, DES VEAUX ROAD CENTRAL.

Telephone No. 329.

Hongkong, 23rd September, 1901. [24]

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excepted, to receive and deliver perishable goods.

WM. PARLAME, Manager.

Hongkong, 18th November, 1901. [21]

[PUBLISHED BY SPECIAL ARRANGEMENT.]

THE SEVEN SECRETS,

BY WILLIAM LE QUEUX.

(Author of "Purple and Fine Linen," "Who's Flindeth a Wife," "The Court of Honour," "If Sinners Entice Thee," &c., &c.).

[COPYRIGHT.]

CHAPTER XII.

I RECEIVED A VISITOR.

The adjourned inquest was resumed on the day appointed in the big room at the Star and Garter at Kowloon, and the public, eager as ever for sensational details, overflowed through the bar and out into the street until the police were compelled to disperse the crowd. The evening papers had worked up all kinds of theories, some worthy of attention and others ridiculous; hence the excitement and interest had become intense.

The extraordinary nature of the wound which caused Mr. Conderay's death was the chief element of mystery. Our medical evidence had produced a sensation, for we had agreed that to inflict such a wound with any instrument which could pass through the exterior offices was an absolute impossibility. Sir Bernard and myself were still both bewildered.

In the consulting room at Harley Street we had discussed it a dozen times, but could arrive at no definite conclusion as to how such a terrible wound could possibly have been caused.

"The affair becomes more mysterious hourly."

"How?" I inquired quickly.

"I've been down to Kew this afternoon," was his rather ambiguous response. "I had to go to my office directly after the inquest, but I returned at once."

"And what have you discovered? Anything fresh?"

"Yes," he responded slowly. "A fresh fact or two—facts that still increase the mystery."

"What are they? Tell me." I urged.

"No, Ralph, old chap. When I am certain of their importance I'll explain them to you. At present I desire to pursue my own methods until I arrive at a clear conclusion."

This distinction to tell me the truth was annoying. He had always been quite frank and open, explaining all his theories, and showing to what points in the circumstantial evidence. Yet suddenly, as it seemed to me, he had become filled with a strange mistrust.

"Why?" I inquired quickly.

"Because knowledge of it has changed the whole course of my inquiries."

"Changed them from one direction to another?" He nodded.

"And you are now prosecuting them in the direction of Ethelwynn?"

"No," he answered. "Not exactly."

I looked at his face and saw upon it an expression of profound mysteriousness. His dark well-marked countenance was a complex one, always, but at that moment I was utterly unable to discern whether he spoke the truth or he only wished to mislead his suspicions into a different channel. That he was the scene of shrewdness, that his powers of deduction were extraordinary, and that his patience in unravelling a secret was almost beyond comprehension I knew well. Even those great trackers of criminals, Shaw and Maddox, of New Scotland Yard, held him in respect, and admired his acute intelligence and marvellous power of perception.

Yet his attempt to evade a question which so closely concerned my own peace of mind and future happiness tried my patience. If he had really discovered some fresh facts I considered it but right that I should be acquainted with them.

"Has your opinion changed as to the identity of the person who committed the crime?" I asked him, rather sharply.

"Not in the least," he responded, slowly lighting his foul pipe. "How can it, in the face of the sister we burnt?"

"Then you think that jealousy was the cause of the tragedy?" I said sharply.

"No, not jealousy," he interrupted, speaking quite calmly. "The facts I have discovered go to show that the motive was not jealousy."

"Hated, then?"

"No, not hated."

"Then what?"

"That's just where I fail to form a theory," he answered, after a brief silence, during which he watched the blue smoke curl upward to the sombre ceiling of my room. "In a few days I hope to discover the motive."

"You will let me assist you?" I urged eagerly.

"No," he answered, decisively. "You are prejudiced, Ralph. You unfortunately still love that woman."

"Well, gentlemen," exclaimed Dr. Diplock, turning at last to the twelve local tradesmen who formed the jury, "you have heard the evidence in this curious case, and your duty is to decide in what manner the deceased came by his death—whether by accidental means or by foul play. I think in the circumstances you will have very little difficulty in deciding. The case is a mysterious one—a very mysterious one. The deceased was a gentleman of means who was suffering from a malignant disease, and that disease must have proved fatal within a short time. Now this fact appears to have been quite strong in favour of foul play. That fact, however, is not for you to consider, gentlemen. You are here for the sole purpose of deciding whether or not this case is one of murder. If, in your opinion, it is, then it becomes your duty to return a verdict to that effect and leave it to the police to discover the assassin. I think, needless to say, that the police will find it difficult to do so, as the circumstances surrounding the tragedy are often more sweet than the love itself—and to men it is so very often fatal."

I had risen to pour out some whisky for my companion when a sudden ray of light opened the door and announced—I

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *a*, nearest Hongkong *b*, midway between Hongkong and Kowloon *c*, and those vessels berthed at the Kowloon Wharf *d*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION
LONDON, &c. via PORTS OF CALL
LONDON
LONDON
LONDON
LONDON
LIVERPOOL DIRECT
MARSEILLES & LONDON
MARSEILLES, LONDON, & ANTWERP, &c.
MARSEILLES, &c. via PORTS OF CALL
MARSEILLES, LONDON & ANTWERP, &c.
GENOA, LONDON & ANTWERP VIA SUEZ CANAL
BREMEN, via PORTS OF CALL
HAMBURG & HAMBURG
DAVEN & HAMBURG
FREIBURG
SILVIA
SAXONIA
NIPON
KEATHBURN
GLENROY
AYUS
INDRAINI
TATAR
EMPEROR OF JAPAN
HYADES
IYO MARU
KINSHU MARU
INDRASAMA
KASUGA MARU
GUTHRIE
CHANOCHA
GLENSHIEL
HOSHIMA MARU
CHIOTU
INABA MARU
SAVIA
MANCHESTER
NANCHANG
KWEIYANG
TAIWAN
BENGAL
VALLETTA
DALIAN MARU
MAIHUHU MARU
ANPING MARU
HAITAN
KAIPOH
ROSETTA MARU
LOONGSANG
BISAGA
ABERDEEN APGAR
MAZAGAO
KAGOSHIMA MARU

SHIPPING.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN."

Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from this for Bombay, SATURDAY, the 30th August, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 18th August, 1902.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 29th August.

British str., for Singapore. Fuching, British str., for Shanghai. Hongkong, French str., for Foochow. Kusuga Maru, Japanese str., for Sydney. Kumano Maru, Japanese str., for Nagasaki. Nishio Maru, British str., for Weihaiwei. Porte British str., for Manila.

Salina, German str., for Chefoo. Tsin-ho, German str., for Hoochow. Theodor Wille, German str., for Sammarang. Triumph, German str., for Pakhoi.

DEPARTURES.

29th August.

ARNOLD LUKEEN, German str., for Swatow. BENGOVICH, British str., for London. C. FEED, LAMERZ, German str., for Hamburg. CHIRLI, British str., for Shanghai. HONGKONG, French str., for Foochow. HUMBER, British steamer, for Weihaiwei.

JAMES BRAND, British str., for Shanghai. KUMANO MARU, Japanese str., for Japan. PRELA, British str., for Manila. THEODOR WILLE, German str., for Sammarang.

VESSELS IN DOCK.

29th August.

AKERBIM DOCKS—Proteus, Daifun Maru, Benyken.

COWDOON DOCKS—Solent, Rabi, H.M.S. WISDOM, U.S.A. Acadia, Frithjof. COBHAM DOCK—Sabine Rickmers, Changsha.

VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS

FOR GENOA, LONDON AND ANTWERP VIA SUEZ CANAL

THE Steamship

"BENVORLICH."

Captain R. W. Thomson, will be despatched as above on or about THURSDAY, the 28th inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th August 1902. [2235]

"OLEN" LINE OF STEAMSHIPS

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"GLENROY."

Captain Selby, will be despatched as above on SATURDAY, the 13th September, 1902.

For Freight or Passage, apply to MCGREGOR BROS. & GOW.

Hongkong, 4th August 1902. [2236]

TOYO KISEN KAISHA,

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU."

3876 Tons.

Captain Tate, will be despatched for MANILA TO-DAY, the 20th inst., at NOON.

Magnificent Accommodation. Comfortable Cabin. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, Ice House Street.

Hongkong, 22nd August, 1902. [2236]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN."

Captain Rosch, will be despatched for the above ports TO-DAY, the 30th inst., at 4 P.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 29th August, 1902. [2235]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above on TUESDAY, the 2nd September, at 4:30 P.M.

This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., General Managers.

Hongkong, 27th August, 1902. [2236]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *a*, nearest Hongkong *b*, midway between Hongkong and Kowloon *c*, and those vessels berthed at the Kowloon Wharf *d*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY). //

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

KASUGA MARU THURSDAY AND MELBOURNE VIA VILLE AND BRISBANE.

H. Fraser THURSDAY, 30th August, AT NOON.

MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE.

W. Townsend SATURDAY, 6th Sept., AT DAYLIGHT.

SANKEI MARU PENANG, COLOMBO AND PORT SAID.

VICTORIA, B.C. AND SEATTLE MONDAY, 9th Sept., AT 3 P.M.

KOBÉ AND YOKOHAMA TUESDAY, 10th Sept., AT NOON.

HOKKAIDO MARU T. Atsuta FRIDAY, 13th Sept., AT DAYLIGHT.

INADA MARU J. Campbell SATURDAY, 20th Sept., AT NOON.

KAZOSHIMA MARU K. Kori SUNDAY, 21st Sept., AT DAYLIGHT.

BOMBAY, VIA SINGAPORE, COLOMBO, AND PORT.

HAKATA MARU F. L. Sommer SATURDAY, 27th Sept., AT DAYLIGHT.

KINSHU MARU VICTORIA, B.C. AND SEATTLE MONDAY, 2nd Sept., AT 3 P.M.

F. L. Pyne KOBÉ AND YOKOHAMA TUESDAY, 3rd Sept., AT NOON.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Offices at Prince's Building First Floor, Gloucester Road.

A. S. MIKAWA, Manager.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Offices at Prince's Building First Floor, Gloucester Road.

A. S. MIKAWA, Manager.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND PORTS, PORTS OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAINS.

INDRASAMA 1,200 Condr. H. Beetham.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight, and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th August, 1902.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c. CHUSAN Noon, 30th Aug. See Special Advertisement.

SHANGHAI C. L. Daniel Noon, 30th Aug.

SINGAPORE and BENGAL A. L. Valentini Noon, 30th Aug.

MARESILLES and BOMBAY *MAZAGON, G. Phillips, R.N.E. Noon, 30th Aug.

LONDON, via YOKOHAMA E. P. Martin, R.N.E. Noon, 30th Aug.

MOJI and KOBE GLENSHIEL About 6th Sept.

SHANGHAI September Freight only.

VALETTA A. G. Cubitt, R.N.E. About 13th Sept. Freight or Passage.

* Calling at Penang and Colombo if sufficient indentured offers.

For further Particulars, apply to E. A. HEWETT.

Hongkong, 30th August, 1902.

HAMBURG-AMERIKALINIE

NORDDEUTSCHER LLOYD

OSTASIATISCHER FRAUDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS OF THE LEVANTE, BLACK SEA AND BALTIQUE PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

KONIGS ALBERT H. Mayer HAMBURG On 10th Sept., Freight and

PRINZESS IRONE Capt. Kirchner HAMBURG (Calling at Singapore and Penang).

PRINZ REGENT LUITPOLD H. Mayer HAMBURG (Calling at Singapore and Colombo).

PRINZESS IRONE Capt. Kirchner HAMBURG (Calling at Singapore and Colombo).

SACHSEN H. Mayer HAMBURG On 14th Sept., Freight.

GERLA H. Mayer HAMBURG (Calling at Singapore and Colombo).

KIAUTSCHOU H. Mayer HAMBURG (Calling at Singapore and Colombo).

BAYER H. Mayer HAMBURG (Calling at Singapore and Colombo).

KONIG ALBERT H. Mayer HAMBURG (Calling at Singapore and Colombo).

PRINZESS IRONE H. Mayer HAMBURG (Calling at Singapore and Colombo).

DARMSTADT H. Mayer HAMBURG (Calling at Singapore and Colombo).</div

OCEAN STEAM SHIP COMPANY, LTD.
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	On 1st September.
GLASGOW and LIVERPOOL	"NESTOR"	On 13th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 18th September.
GLASGOW and LIVERPOOL	"KAISON"	On 18th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.
GLASGOW and LIVERPOOL	"MENELAUS"	On 1st October.
GLASGOW and LIVERPOOL	"HYSYON"	On 2nd October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 8th October.

OUTWARDS	STEAMERS	TO RAIL
LONDON	"ANTENOR"	On 3rd September.
LONDON	"DARDANUS"	On 16th September.
LONDON	"DIOMED"	On 30th September.
LONDON	"JASON"	On 14th October.
LIVERPOOL	"PYRRHUS"	On 20th September.

(Taking Cargo at London Rates)
The S.S. "JASON" left Singapore on the 27th inst., and is expected here on the 1st prox.

For Freight, apply to—

BUTTERFIELD & SWIRE.
AGENTS.

Hongkong, 28th August, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO RAIL
WEIHAIWEI, CHEFOO & TIENTSIN	"NANCHANG"	On 20th Aug. at 10 A.M.
ILOIO and CEBU	"KAIFFONG"	On 2nd September.
CHINKIANG	"TAIWAN"	On 3rd September.
KOBE and YOKOHAMA	"CHINGTU"	On 4th September.
TIENTSIN	"KWEIYANG"	On 8th September.
THURSDAY ISLAND, COOTOWN, CALENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 13th Sept. at Noon.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th August, 1902.

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OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"DALIN MARU"	SUNDAY, 31st Aug.
TAMSUI, VIA SWATOW AND AMOY	T. OGATA	Aug.
ANPING, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 7th Sept.
FOOCHEW, VIA SWATOW AND AMOY	T. KITANO	September.
"MAIDZURI MARU"	WEDNESDAY, 3rd Sept.	
"ANPING MARU"	T. SAITO	September.
"I. GOZO"	WEDNESDAY, 10th Sept.	

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Governmental Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s arrangement for Stevedore, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

For Freight or Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 28th August, 1902.

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REGULAR STEAMSHIP SERVICE TO NEW YORK	VIAS PORTS AND SUEZ CANAL WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG.	

"HEATHBURN" About 6th Sept.
"APRIL" 20th Sept.
"HILLGLEN" 27th Sept.
"RICHMOND CASTLE" 11th Oct.
"LOTHIAN" To follow.
"LOWTHER CASTLE" To follow.
"T. ARIMA," Manager.

Hongkong, 28th August, 1902.

[15]

COMPAGNIE DES MESSAGEURIES MARITIMES PAQUEBOT-PORTE FRANCAIS.	NOTICE.
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MAESSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.	

NEXT SAILINGS.

CHANGSHA leaves on 13th September.

CHINGTU 29th.

TAIYUAN 24th October.

TSINAN 15th November.

Steamer accommodates smoking Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Fully qualified European Surgeons carried.

BUTTERFIELD & SWIRE

AGENTS

CHINA NAVIGATION CO., LTD.

Hongkong, 27th August, 1902.

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NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the individual ports in

SOUTH ASIA in connection with the

CHINA STEAM NAVIGATION CO.'s forthcoming

services from CHINCHOWA, Sailing from

CALIFORNIA via Ports very shortly

forthwith.

For Freight and further particulars, apply to

JARDINE, MATHESON & CO. LTD.

Agents, "Indra" Line, Ltd.

Hongkong, 26th August, 1902.

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FOR NAGASAKI & VIA VODSTOCK.

BOSTON STEAMSHIP COMPANY.

THE Steamship

"SAVOIA."

Captain Ebbelund, will be despatched for the above ports on WEDNESDAY, the 3rd September, at 5 P.M.

This Steamer has superior accommodation for First Class Passengers and Captain & Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE.

Hongkong, 29th August, 1902.

[2312]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR PORT ARTHUR AND VLADIVOSTOK.

THE Russian Steamer

"MANCHURIA."

Captain Prahl, will be ready to load here on SATURDAY, the 6th September, for the above ports, and will have quick despatch.

For Freight or Passage, apply to

MELCHERS & CO.

Agents.

Hongkong, 29th August, 1902.

[2313]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DIOMED."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 2nd September will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd September.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 26th August, 1902.

[11]

S.S. "LAOS."

COMPAGNIE DES MESSAGEURIES MARITIMES.

NOTICE.

C O N S I G N E E S of Cargo from London, or s.s. "Bogart", from Bordeaux, ex s.s. "Ville de Lorient", and P. Leroy Laffier, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON, TO-DAY, the 26th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 2nd September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd September, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 2nd September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX.

Agent.

Hongkong, 26th August, 1902.

[2]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"NIPON."

will be despatched as above on THURSDAY, the 11th September, at Noon.

At Bombay, the steamer is discharging in Victoria Dock.

For

